

and on to the sidewalks changes auto-oriented business areas into friendly people-oriented community areas.

- Encourage people to ride bicycles. Every person who rides a bicycle instead of driving removes one car from the street network. In addition, bicycle riding does not create environmentally harmful automobile exhaust.
- Encourage industries, businesses, and institutions to stagger work hours or establish variable work hours for employees. Variable work hours spread the morning and afternoon peak travel over a longer time and increase the street's daily traffic capacity.
- Encourage land use development in a more pedestrian oriented manner. Avoid imprisoning citizens to automobiles for daily necessities. Allow citizens to choose whether to drive or not by providing appropriate sidewalks and bicycle facilities.

SYSTEM EFFICIENCY

Any system is only as good as each of its parts. For example, an automobile - no matter how expensive, no matter how powerful, or how high the speedometer scale - if one tire is flat, the car will not go fast. Street networks operate the same way. If one important link is missing, the whole network is burdened with unnecessary traffic. Every street has a particular functional classification which is important to the entire street system. An efficient system reduces travel distances, travel time, and travel costs.

Urban Functional Classification

Streets have two primary functions, traffic service and land access. Traffic service involves moving many high speed vehicles; land access involves slow moving vehicles turning into driveways. Combining slow turning vehicles with high speed traffic creates significant conflicts. The conflicts are not serious if both traffic service and land access demands are low. However, when traffic volumes increase, conflicts cause intolerable traffic congestion and serious safety hazards. Urban thoroughfare plans designate a